



The Canal Zone Philatelist



Vol. 39, No. 1

First Quarter, 2003

Whole No.146

Vice-President's Report Richard H. Salz

Once again it is time for the veep's report. Our group continues to gain membership, and we are now at a total of 725. As many specialty groups are losing members, we are in a fortunate position, and along with our adequate bank balance will continue to provide quality service to our members.

It is not sensible to make statements involving actual dates of when "extras" will be given to members but at the moment *The Postal Stationery of the Canal Zone* is progressing nicely. As stated above, no exact
(continued on page 7)

2003 CZSG Mail Sale

Consignments to the 31st CZSG Mail Sale should be sent to arrive no later than **June 1**. Certificates are required for CZ First Issue and #15. An inventory must accompany all consignments. Soiled, damaged, or poorly centered copies of lower value stamps as well as ratty covers, are respectfully declined and will be returned. Please ship insured or registered. Send material to the following members, each of who will handle part of the sale.

Send stamps to:

Richard Fawcett

61 Teecomwas Dr.

Uncasville, CT 06382

Send covers, stationery, books, memorabilia, etc., to:

Thomas Brougham

1725 Berkeley Way, Apt. B

Berkeley, CA 94701

New Provisional Special Delivery Stamp

By Gary B. Weiss

Special delivery letters mailed from the Canal Zone generally paid the fees with stamps from the United States (rather than with Canal Zone stamps). The United States special delivery stamps were sold at Canal Zone post offices. When their sale was briefly stopped in 1954, the Ancon

postmaster prepared stamps for his customers by overprinting pairs of 10¢ air mail stamps with the words "SPECIAL DELIVERY". The two different stamps known with these overprints, Scott Nos. C9 and C23, are both illustrated on page 306 of *Canal Zone Stamps* by Plass, Brewster and
(continued on page 11)



Fig. 1. Dec. 23, 1955 Canal Zone to Phoenix, AZ cover with 20¢ Special Delivery fee paid with a pair of Scott No. 108 with overprint in magenta.

Meetings Notice

WESTPEX 2003, Cathedral Hill Hotel, San Francisco, CA; on Saturday, April 26, at 1pm. This will be our 34th consecutive CZSG meeting.

PHILATELIC SHOW 2003, Holiday Inn, Boxborough, MA; on May, 3, 10 am, Ivy Room.

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**The Canal Zone
Philatelist
A.P.S. Affiliate No. 42**

**Web Page:
WWW.CZSG.ORG**

Richard Spielberg, Editor

4535 Via Del Buey
Yorba Linda, CA 92886
Home: (714) 693-3349
Fax: (626) 915-8279
richard.spielberg@gte.net

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Display advertising accepted from CZSG members only at the following rates per insertion:

One column, two inches	\$10.00
One column, five inches	20.00
Two columns, five inches	35.00

No larger advertisements are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

Secretary's Report

John C. Smith

DUES ARE DUE!

We start 2003 with 725 active members, which includes the 79 members that have not paid their dues yet. Hopefully, you have received your 2003 dues notice by now. The dues are STILL \$8.00 for regular membership. If you have not paid your dues yet please do so, it will save me from sending reminder notices. You may even want to consider paying a year or two in advance and save yourself time and postage. **Contributing Members** who pay at least \$15 and **Sustaining Members** who pay at least \$25 will be recognized in the Third Quarter *Philatelist*.

Winners:

THAMESPEX 2002, Oct. 27, 2002, Waterford CT. Grand (Gold and Frank Marx Awards) to **Alan P. Bentz**, "Naval Vessels in the Canal Zone, 1920s - 1930s". Vermeil (AAPE Silver Award) to **Armand Cote**, "FAM 5 Inaugural Flight Covers and Cancellations".

ARIPEX 2003, Jan. 25, 2003, Tucson AZ. Vermeil to **Allan Harris**, "Panama Airmail 1918-1939". Silver to **Alan P. Bentz**, "The Lindbergh Circle - Caribbean Air Mail from 1927 - 1932". Congratulations to all.

Auctions

by Jim Crumpacker

This is the Auctions report for the fourth calendar quarter, Oct. 31 - Dec. 31, 2002. While no auction had an offering of great depth, several firms had a dozen or so Canal Zone lots with some surprising material, especially in the covers category.

It is rare that we revisit an item previously listed in the "Auctions" column but here is one needful of such treatment. Please refer to CZP Whole No. 144 from the third quarter, 2002 where a stamp was noted as "O3, Unused (no gum), F \$288 (\$1000)" This was one of four very similar O3's in the same auction. Expert Committee Reports have now been received from the AEPS on these, all four are recorded as "Scott No. O3, used, genuine, cleaned, cancel removed".

The first price shown below is hammer plus commission and is followed by the 2002 Scott's Specialized Catalogue value in parenthesis.

- 1, OG, NH, barely fine \$308 (\$550) Ivy & Mader
- 2, OG, HR, VF+ \$220 (\$250) Ivy & Mader

- 3, OG, H, barely F \$253 (\$375) Ivy & Mader
- 3, TG, H, barely F, \$198 (\$375) Bennett
- 4-8, #4 VG, others F or better all on one cover Empire to Culebra 12/10/04 a file fold o/w F \$495 (\$n/a) Shreve's
- 4, 5 (pair), all F or better on VF cover Ancon 8/18/04 to Paris \$468 (\$n/a) Shreve's
- 5, pl. bl. of 6 #2206-L, HR's as reinf., F \$523 (\$950) Shreve's
- 6, VF on VF cover La Boca 11/9/04 to London \$935 (\$250) Shreve's
- 8, OG, H, VF \$105 (\$150) Ivy & Mader
- 8, F on cover w/ pinholes o/w VF, Empire 12/7/04 to Maduro in Gorgona \$523 (\$n/a) Shreve's
- 10a, inverted overprint, OG, H, XF \$143 (\$225) Ivy & Mader
- 20a, CANAL antique, OG, H, barely F in bl. of 4 w/ 3 normals \$165 (\$335) Rumsey
- 33a, double overprint, OG, H, F \$242 (\$375) Cherrystone
- 39d, inverted overprint, OG, H, VF \$121 (\$175) Ivy & Mader
- 46, OG, H, VF \$77 (\$160) Rumsey
- 47, OG, H, VG \$1650 (\$3250) Cherrystone
- 57, OG, HR, F-VF \$187 (\$300) Bennett
- 61a, inverted overprint, OG, H, F-VF \$77 (\$225) Rumsey

- 66, OG, H, F-VF \$143 (\$150) Bennett
- 67, OG, H, F \$275 (\$500) Rumsey
- 71d, ZONE CANAL, OG, H, F+ to VF \$297 (\$500) Ivy & Mader
- 91c, ZONE CANAL, OG, H, F \$105 (\$175) Bennett
- J2, OG, H, VF+ 8242 (\$250) Bennett
- J3, OG, H, F-VF \$495 (\$850) Ivy & Mader
- J5, OG, NH, VF \$242 (\$200) Bennett
- O8, CTO as always, OG, H, VF \$440 (\$525) Bennett

The names and addresses of these auction houses are shown below.

Matthew Bennett, Inc.

Timonium II
1954 Greenspring Drive, Suite LL18
Baltimore, MD 21093

Cherrystone Auctions, Inc.

119 West 57th St.
New York, NY 10019

Ivy & Mader Philatelic Auctions

775 Passaic Ave.
West Caldwell, NJ 07006

Schuyler J. Rumsey Philatelic Auctions

1255 Post St., Suite 1100
San Francisco, CA 94109

Shreve's Philatelic Galleries, Inc.

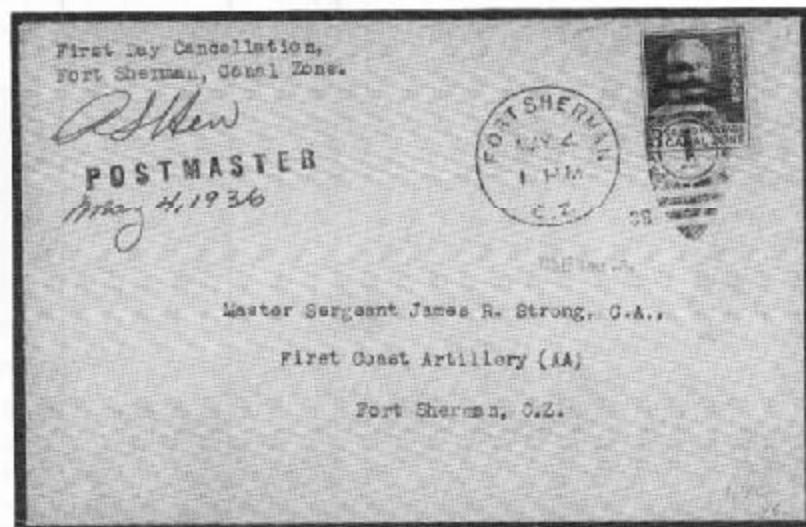
14131 Midway Rd., Suite 1250
Addison, TX 75001-9829

New Early Opening Day Cover by John C. Smith

A new early opening day cover from Fort Sherman Post Office has come to light. This cover celebrates the second opening on May 4, 1936. The Postmaster at that time, R. S. Hen, has signed and dated the cover commemorating the special event. The original Fort Sherman Post Office opened on May 1, 1916 and closed May 31, 1927.

It is assumed that Master Sergeant James R. Strong might have designed the cover with the "Corner Card" notation reading "First Day Cancellation, Fort Sherman, Canal Zone". Another similar Fort Sherman post office cover exists. It commemorates the final closing day of the post office on January 31, 1950.

For further information on post office opening and closing day covers, refer to the *CZSG Handbook No. 10* by Robert Karrer, Jr.



Cover commemorates the Second Opening
of Fort Sherman CZ Post Office.

A New Canal Zone Zeppelin Marking?

By Dickson Preston

The purpose of this article is to report an unusual Canal Zone cover which was flown on the seventh North America flight of the German zeppelin *Hindenburg*. This cover shows two strikes of what may be an unreported Canal Zone Postal Service special marking, "Trans-Atlantic Air-Mail / Via Zeppelin," plus the use of Canal Zone stamps to pay the zeppelin postage. The author seeks additional information from members of our study group regarding all aspects of this cover.

Most of the surviving Canal Zone zeppelin mail was flown on the 1930 Pan-American flight of the *Graf Zeppelin*. These covers were flown on Pan-American Airways' FAM 5 flight from the Canal Zone to the U.S. and then carried by the *Graf Zeppelin* on one or more legs of her triangular flight from Germany to Brazil, to the U.S., and back to Germany. Most of these covers are franked with Canal Zone stamps for the FAM 5 flight plus U.S. stamps for the zeppelin postage. A few are franked entirely with Canal Zone stamps. Bob Karrer shows a spectacular example with a pair of the one dollar CZ overprints, Scott 95, plus C4, C5, and 114 paying the 20 cent air postage to the U.S. and the \$2.60 fee for a round trip zeppelin letter. You can see it in the September 2002 issue of the *ICC Journal*.

Canal Zone mail from the 1936 flights of the *Hindenburg* is even scarcer than mail from the 1930 Pan-American flight. This airship made ten voyages between Frankfurt am Main, Germany, and Lakehurst, New Jersey in 1936 carrying passengers and mail on the first regular transatlantic air service. The service came to an abrupt end in May 1937, when the airship crashed and burned at Lakehurst after making her first flight of the season across the North Atlantic. The brief career of the *Hindenburg* was the only regular air service between the U.S. and Europe before the clippers began flying in 1939.

As a zeppelin collector of long stand-



Fig. 1. Canal Zone cover flown on Seventh 1936 *Hindenburg* North American return Flight

ing I was delighted to discover an example posted in the Canal Zone and flown on the *Hindenburg's* seventh 1936 return flight from Lakehurst to Frankfurt am Main (Fig. 1). The cover was postmarked at Cristobal, August 14, 1936, flown by Pan-American Airways to the U.S., and placed aboard the *Hindenburg*, which departed Lakehurst August 20 at 0132, local time. The zeppelin landed August 22, at 0321 at Frankfurt, where the letter was backstamped Frankfurt am Main 22 August 8-9, that is, between 0800 and 0900 (Fig 2). From there it was carried to Paris, where it was backstamped Paris R.P. (Receveur Principal = Main Office) Avion 22 August 2100. The dated backstamps confirm that the letter was flown by the *Hindenburg*.



Fig. 2. Backstamps on cover in Fig. 1.

The letter was addressed by a French writer — note the circumflex on the *o* of "Hôtel" — to an address in Paris. It is endorsed "Via New York" and "Panagra & G. Hindenburg," directing the cover via Pan-American Airways to the U.S. and then by zeppelin to Europe. If the phrase "G. Hindenburg" means "Graf Hindenburg," then our writer has misnamed the airship and was probably

a person unfamiliar with the German zeppelins. So the sender is more likely a French visitor to the Canal Zone than a zeppelin stamp collector or dealer's agent.

From the point of view of the Canal Zone collector, the most interesting feature of this cover is the large marking "Trans-Atlantic Air-Mail / Via Zeppelin," which is stuck twice, once partially below the stamps and once free from them. This marking has the look of one created by the Canal Zone Postal Service, being in the familiar purple ink, and having the same letter style as other Canal Zone informational markings. It is particularly close to the "VIA AIR MAIL / Steamer-Plane Service" markings, Entwistle MisN-8 and MisN-8a (p.146), which were also used on U.S. bound air mail in the 1930s (Fig. 3). The marking is



Fig. 2. Steamer-Plane Service markings, from Entwistle.

also similar in size to these markings, the two lines being 66.5 mm. and 39 mm. long, with upper case letters 5 mm. high and lower case letters 3.5 mm. high. These heights are the same as those for MisN-8a and .5 mm shorter than MisN-8.

(continued on next page)

Since one marking is underneath the stamps, it cannot have been added after the cover was flown. Also, the sender's lack of familiarity with zeppelin matters makes it unlikely that he or she applied the marking as a private cachet on a series of covers prepared by a philatelist. So it is most likely that the marking was applied by the postal clerk at the time of mailing, just before the stamps were put onto the envelope.

If this marking was applied by the Canal Zone Postal Service, as it appears to have been, then it represents a significant new discovery. It is not only a new informational marking for the Canal Zone collector, but also a new zeppelin cachet for the airship enthusiast. Since the U.S. Post office Department applied no airship cachets to *Hindenburg* mail leaving the U.S. after the first flight of 1936, this would also be the only zeppelin cachet type known for mail carried on this return flight.

The cover is also quite unusual in showing the postage rate for the 1936 *Hindenburg* flights paid completely in Canal Zone stamps. In the 1930s air

mail rates from the Canal Zone through the U.S. were additive. For example, an air mail letter to Hawaii in 1936 would pay 45 cents = 20 cents air to the U.S. plus 25 cents transpacific air from the mainland to Hawaii. Based on that principle, the postage for our *Hindenburg* letter would have been 60 cents = 20 cents air mail from the Canal Zone to the U.S. plus the normal 40 cents per half ounce postage for a *Hindenburg* letter from the U.S. to Germany. But our *Hindenburg* letter is 5 cents overpaid, which probably represents the 5 cents international surface postage. In 1936 most letters sent by partial air to Europe paid 20 cents air to the U.S. plus 5c surface postage by ship across the North Atlantic, which may explain why the mistake was made. It would be understandable if neither the sender nor the postal clerk knew that the 40 cent *Hindenburg* rate included the surface postage as well.

The author would be delighted to hear from anyone who can provide additional information about this cover. Has anyone seen the zeppelin marking before? Can anyone show

other examples of mail from the Canal Zone sent on these *Hindenburg* flights? You can reach me by email at dicksonp@u.washington.edu or by mail at 2102 Montvale Ct. W., Seattle, WA 98199. Any help will be appreciated.

The Author would also like to thank Tom Brougham, Paul Ammons, and Louis Fiset for their help in interpreting and writing up this interesting example of Canal Zone postal history.

References:

Lawson Entwistle. *The Postal Markings of the Canal Zone*, Second Edition, 1992.

Robert Karrer, "Cover of the Month," *Isthmian Collectors Club Journal*, September 2002.

Michel Zeppelin - und Flugpost-Spezial Katalog, 2002.

Zeppelin Post Katalog, Sieger Verlag, 2002.

Various auction catalogs showing examples of Canal Zone zeppelin covers.

Book Review

from *The American Philatelists*

Nov. 2002

The United States Post Office in World War II, edited by Lawrence Sherman, M.D. Published 2002 by the Collectors Club of Chicago, 1029 N. Dearborn St., Chicago, IL 60610. Hard-bound, 504pp. illustrations + 8 color plates, ISBN 0-916675-10-6. Available for \$49.50 from the publisher.

Back in 1951 a 277-page report, *A Wartime History of the Post Office Department*, was prepared for President Truman. This limited circulation document provides the basis for the present work. The original report, however, has been completely reset and expanded by the addition of illustrations and modern essays on U.S. postal activities during the war, emphasizing those related to the armed forces.

There are twenty-four essays by current authorities such as Ted Bahry, Russ Carter, George Cosentini, Norm Gruenzner, David Kent, Alfred Kugel, Ken Lawrence, David Leeds, Richard Martorelli, Dann Mayo, James Knoll, Gennaro Santangelo, and Stephen Suffer. There is also an essay by the very knowledgeable editor, Lawrence Sherman. Some of the subjects of these essays are: The U.S. Army Postal Service in World War II; Understanding the Army Postal System; Civil Censorship Devices and Their Uses; Military Mail that Required Prepayment of Postage; and Navy Mail in World War II, to mention just a few.

There is a bibliography, a comprehensive index, and an index of illustrations at the end.

Editor's Note, Leeds' contribution is an illustrated 10 page (pp.122-131) essay in the "Modern Commentary", *APO Services in the Panama Canal Zone*. It builds on previous studies, showing the unusual situation where the military took over existing civil post offices. The facilities were mostly in place and static. Military censorship is also discussed. While this is only a fragment of the 504-page volume it coherently addresses an important segment of Canal Zone postal history.

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Sale of the Drucker family collection of U.S. Possessions

by Gary B. Weiss

Important Canal Zone auctions do not occur frequently enough. When the Robert A. Siegel auction galleries announced in October that they would be selling the Drucker family collections, I began to prepare for attending the sale. The first public announcement of the sale was a colored brochure illustrating a number of Canal Zone rarities, most recognizable as having been part of the Gilbert Plass collection. The brochure noted that "Not since the Plass sale has a possessions collection of this magnitude been brought to the auction market."

I eagerly awaited the announcement of the date of the sale (so I could plan my trip) and the arrival of the auction catalog. I remembered the large crowd at the July 1993 Plass auction almost ten years ago and the interactions with my friends before and after the sale. This sale would also provide an opportunity for me to evaluate the high end of the Canal Zone philatelic market.

The Drucker collections sold in three parts. The first was a multimillion-dollar holding of United States material followed months later with an amazing sale of Shanghai. The U.S. Possessions sold on February 26 with Canal Zone in the morning and other possessions (Cuba, Guam, Hawaii, Philippines, and Puerto Rico) in the afternoon. The sale had 190 lots of Canal Zone, with very few large lots. I spent Monday viewing the sale.

The material in the collection was fabulous and I saw many rarities for the very first time. I was disappointed in viewing a number of items that I had last seen at the Plass sale. At the viewing, I was tired from a delayed flight and my back was hurting from the many hours of travel. What hurt most was the condition of several items, mostly the lots that had color illustrations in the Plass catalog. These stamps appeared "oxidized". Yellow, brown, and red faded the worst; the colors are accurately portrayed in the Siegel catalog. For ex-

ample, the Scott J17c (POSTAG DUE double) in pair with J17a (lot 749 in Plass and 667 in Drucker) has changed from bright yellow orange to a brownish yellow. Scott 92c (ZONE CANAL) had changed from carmine rose (lot 676 in Plass) to a reddish brown (lot 636 in Drucker). Other items had changed more subtly but the problem affected many lots. Where and how these changes occurred between the sales is uncertain.

The next day was spent resting and preparing my bids. My priorities had changed and I now planned to acquire quite different material including four unlisted large die proofs. The colors will need careful study and this will be a note in a future CZP issue; I believe two are trial colors. The Cuban rarities started to become more interesting.



Attendance was sparse at the sale. Two agents in the front and everyone else at the rear (Fig. 1). My mother and I sat in the last row with Dick Bates directly in front of me. The rest of the attendees were dealers. The main action came from several phone bidders. With phone problems, the sale advanced slowly.

Most of the material sold well and sample prices are included in Crumpacker's special auction column. Many Scott catalog prices will be raised on the basis of this sale. The price of unique items in Scott is italicized and generally reflects the last realization. As these items infrequently sell in batches, it can be difficult to gauge the trends for rarer material. When a couple of examples of a variety exist, differences in price may reflect differences in the stamp as well as differences in the market.

This sale provided a unique opportunity to follow price trends, as 28 lots from the Plass auction were resold. Although I had hoped that the only variable was the market, I am aware of several lots that had less spirited bidding because of worsened condition. The "ex-Plass" lots sold for a total of \$105,500 in the Plass sale (\$116,050 with buyer's premium). The Drucker Sale netted \$141,675 (without buyer's premium) for these, a 22% profit over ten years. The investment did even worse if there were significant agent charges. Only three items fell in price while some did very well. Scott 3b, one of two recorded double overprints and with faults, rose from \$3750 to \$9000. A beautiful copy of Scott 15a rose from \$6000 to \$9000. Perhaps the largest rise was for the unique strip of Scott 26b, 26a and 26 which realized \$6000 against its previous \$2300. The famous errors, Scott 31a (inverted center) and 40a (wrong portrait) rose from \$10,500 to \$15,000 and \$5750 to \$7500 respectively. The ZONE ZONE errors (Scott 88a, 90a) went from \$4750 to \$6000 and \$5000 to \$6500. The CANAL and ZONE inverted errors (Scott 92a and 92b) rose from \$3250 to \$4250 and \$3500 to \$4750 while the ZONE CANAL error (Scott 92c) fell from \$3250 to \$2700. The postage due errors all increased with Scott J11a and J11b each going from \$6250 to \$7500 and the J17c went from \$2600 to \$3750.

The lessons from this sale include the strong continued interest in Canal Zone stamps and the unpredictable rise in the prices for the rarities. It also shows the importance of proper storage of our collections.

**Articles
Wanted...
Contact Editor**

Special Auction Report

by Jim Crumpacker

The Feb. 26, Robert A. Siegel auction of the Drucker family collection of U.S. Possessions was poorly attended at the site of the sale, but this did not keep the phone banks from ringing during the course of the event. The Canal Zone material went for an astonishing 90% of catalog or estimate.

This report concentrates only on the non "ex-Plas" items in the auction, please see the separate article by Gary Weiss for the balance.

The first price shown is hammer plus the 10% commission and is followed by the 2003 Scott's Specialized Catalogue value in parenthesis.

1 var., PANAMA 15mm long, OG, H, F \$550 (\$600)

1e, PANAMA reading down and up w/ CANAL ZONE inverted, used, barely F \$7150 (\$6500)

2a, CANAL ZONE inverted, large part OG, H, XF \$880 (\$725)

3a, CANAL ZONE inverted, TG, H, F \$660 (\$725)

7, pl. bl. of 6 w/ imprint #L1500-L, OG, HR as reinf., VF \$3850 (\$3000)

10 var., ON of ZONE dropped, OG, error NH, in margin bl. of 6 w/ 5 normals \$935 (\$398)

11b, PANAMA overprint inverted, bar at bottom, some TG, H, XF \$468 (\$350)

12d, PANAMA double, OG/TG, H, F single error in str. of 3 \$1100 (\$1066)

22c, vert. pair imperf horiz., this in str. of 3, dist. OG, II, one stamp w/ corner off o/w F-VF \$2860 (\$2250)

22f, double overprint, one inverted, TG, H, VF+ \$1760 (\$1350)

23b, vert. pair, one w/o overprint, OG/TG, HR, VF+ \$1760 (\$1750)

26a, double overprint, one reading up, TG, H, F-VF apparently from a different pane than a similar Plas lot \$2860 (\$3750)

31c, complete booklet of 4 handmade panes, OG, NH, VF Pos. G \$3850 (\$2300)

52a, overprint reading down, some TG, H, VF margin copy \$523 (\$175)

54, OG, NH, VF \$308 (\$175)

58, OG, NH, VF+ \$385 (\$275)

60b, booklet pane of 6, OG, H, XF \$1155 (\$900)

77, pl. bl. of 6, #14515-T, OG, NH, VF+ to XF \$605 (\$425)

81, OG, NH, XF \$358 (\$225)

84a, CANAL only, in vert. margin Pair w/ 84b ZONE CANAL, OG, H, VF+ \$2750 (\$1925)

85a, ZONE ZONE, OG, H, VF in pair w/ normal \$880 (\$604)

86c, inverted overprint, OG, H, F-VF \$1100 (\$500)

87a, ZONE ZONE, OG/TG, H?, F in pane of 100 w/ 99 normals \$4400 (\$3000 for error only)

92, pl. bl. of 6, #16648-T, OG, H, VF \$358 (\$175)

102a, complete booklet of 2 handmade panes, one w/ pl. #18803, OG, few perfs, reinf, VF \$23,100 (\$13,000)

146PI, a large die proof on India, not previously listed thus, \$1485 (\$n/a)

C17PI, a large die proof on India, not previously listed thus, \$1320 (\$n/a)

CO11, OG, NH, F-VF, no cancel of any kind \$1540 (not listed unused)

J19a, ZONE ZONE, TG, H, F+ in bl. of 9 w/ 8 normals \$2640 (\$1620)

J20a, vert. pair, one w/o overprint, OG, HR's, F-VF w/ top margin \$3080 (\$1750)

O3, OG, H, VF, a minor gum bend, no cancel of any kind \$1375 (\$1000)

U5, unused entire, XF \$253 (\$200)

UX1a, double surcharge, used Paraiso 12/17/13 to Paraiso, VF \$1540 (\$1500)

UX5, unused entire, VF \$1760 (\$1100)

Vice-President Report

continued from page 1

dates, but we will see the result of many hours of work sometime this year! The U.S. Postal Stationery Society is publishing this catalog and will sell enough copies to the CZSG to provide each of our members with a complimentary copy. You will not find this publication in future lists of our publications, as it is not a product of the CZSG.

Would you like to get together with members of the CZSG? To set up a meeting at a stamp show involves no more than a phone call to the show's organizing committee and requesting a time and date. During the period of 2000 - 2002 the following meetings have been held: ARIPEX (2); PIPEX;

SANDICAL (2); WESTPEX (2); SESCAL (2); WORLD STAMP EXPO - Anaheim, CA; APS at Rosemont, IL; APS at Providence, RI, and PHILA-TELIC SHOW at Boxborough, MA. That is at least a dozen CZSG meetings in a two-year period. But note that nine of these get-togethers are west of the Rockies. Maybe someone on the eastern seaboard could get our members to meet at one of their shows. Give it a try!

And now for a few facts that so far have not been reported for the 2001 (30th) CZSG Mail Sale, which might be of some interest to those members who were involved in this extravaganza: there were 37 vendors; 228 bidders, of whom 169 were successful (80%); and 1254 lots in the cata-

log of which 890 were sold (71%). The expenses of running the sale came to \$5,564.

The following figures are totals of all 30 sales; and are quite impressive: 25,520 lots have been sold with a catalog/estimate of \$2,646,976; the gross sales amount to \$1,691,623, which is 64% of catalog/estimate. The net to the CZSG is \$82,470, which has gone a long way to make your organization both solvent and productive.

So much for the veep's yearly report. I trust that you will all continue to enjoy your organization's endeavors to keep you both informed and enjoying your stamp collecting hobby.

Collectible Positions of Scott C48a, the Canal Zone 10 Cent, Seal and Jet, Air Mail Booklet Pane

Julius Grigore, Jr.

C48a was the first Canal Zone air mail stamp to be issued in booklet pane form, and the first to be issued since the Goethals 3 cent booklet, Scott No. 117a, on December 17, 1935. Each booklet contains 20-10¢ stamps in five booklet panes of 4 stamps each. The first day of issue for C48a, at the Balboa Post Office, was February 18, 1970. C48a was withdrawn from sale at the close of business on February 29, 1972.

Canal Zone Stamps states that there are four collectible positions of the 10-cent booklet pane of Canal Zone Seal and Jet, Scott C48a. A study of C48a booklet panes, however, reveals that there are at least six collectibles of this item. They are:

*Plain tab. 1st printing (Fig. 1)

*Short 1.5 mm tall, black block at

bottom of pane. 1st printing (Fig. 2)

Long vertical, 10 x 18 mm, black block at top of pane. 1st printing (Fig. 3)

*Short, 13 x 18 mm, black block at top of pane. 1st printing (Fig. 4)

*Dull orange, 10 x 19 mm, narrow block at the center of the pane. 1st printing (Fig. 5)

Darker dull orange, 12 x 19 mm, block at the center the pane. 2nd printing (Fig. 6)

**As elaborated upon by Plass, Brewster, and Salz.*

The different lengths of the black and orange bars were caused by the way the individual panes were cut from the booklet pane sheet of 200 stamps.

For every 50 booklet panes printed, from a single sheet of 200 stamps, with two color bars (black and orange) on the left margin of each sheet, 47 had the plain tab; 1 had a short (1mm) black bar or block (Position 1); 1 had the long (18mm) black bar (Position 6); and 1 had the long (19mm) dull

orange bar (Position 31). Thus, a collector has a more limited opportunity to collect full panes of C48a in Positions 1, 6, and 31. (Actually there were two printings of panes with orange shades, becoming the sixth collectible, as indicated above)

Both booklet printings were bound by two small staples at the left of the booklet. All booklets are uniform in content, none having a mix of color blocks, block sizes, or tab widths. Only the first printing of C48a, with the black blocks on the tab, appears to have been applied to first day covers.

The variance of the width of the tab on the booklet pane, in itself, is also an interesting study, which may stimulate collecting full booklet panes of C48a by various tab widths. It was found that tab widths vary from 12 to 14 mm, measured from the left edge to the center of the vertical perforation line, for both the black and orange printings. This is helpful information to know for the collector who

(continued on next page)



Fig. 1. Plain tab, 11.5-mm wide, 1st printing.



Fig. 2. Short 1.5-mm tall, black block at bottom of the 13-mm wide tab, 1st printing.



Fig. 3. 10 x 18-mm long vertical, black block at top of the 10.5 mm-wide tab, 1st printing.



Fig. 4. 13 x 18-mm short, black block at top of the 13.5-mm wide tab, 1st printing.

desires to also collect C48a panes by tab width.

Of the total 1,020,000 booklet panes shipped of the first printing, 306,610 were destroyed in May 1972, leaving a total of 713,390 booklet panes available. Of the 204,000 booklets shipped of the second printing, 61,322 were destroyed, leaving 142,678 booklets of this printing available.

The Canal Zone collector should endeavor to acquire all of the above variations of the C48a booklet panes. Considering that the greater majority of the booklets were broken for postage—it is not likely that finding these five different varieties in complete panes with tabs will be an easy matter. Particularly difficult would be the collection of the first printing

varieties on covers, especially First Day Covers as Tatelman, in *Canal Zone Postage Stamps*, reported that only 5,054 were processed.

Note, this commentary can also apply to the 11 cent Seal and Jet, Scott C49a; for 13 cent Seal and Jet, Scott C50a; and to other booklet panes issued subsequently



Fig. 5. 10 x 19-mm narrow, dull orange block on the center of the 10.25-mm wide tab, 2nd printing.



Fig. 6. 12 x 19-mm dark dull orange block on the center of the 13.5-mm tab, 2nd printing.

Airship Flight Covers That Missed the Flight

by Allen Vick and Cheryl Ganz

Adapted from the

Jack Knight Air Log -

The Zeppelin Collector;

April 2000

Often when collectors prepared covers for Zeppelin flights, but the envelopes arrived too late for the connection, a postal cachet was added to indicate that the cover missed the flight. However, this treatment was usually given only to mail for officially announced flights.

When collectors and dealers prepared covers to be flown unofficially, the non-flown covers were often just canceled and delivered without any further markings.

C. Early Brandt tried to get mail flown on the *Los Angeles* flight to the Canal Zone in 1931. Canceled at Lakehurst on February 2 (see Figure), this envelope was posted two days before the *Los Angeles* left for the Canal Zone. *Los Angeles* returned

from this flight on March 2. These covers also do not have backstamps or autographs. These are uncached special event covers.

Without evidence that they were flown, these covers do not have a high monetary value. At this time, they do

not have a catalog listing (although *Akron* and *Macon* uncached special event covers do). Yet, they do provide an interesting piece of the puzzle of philatelic documentation of airship mail transport and we are happy to add them to our collections!



C. Earl Brandt's unsuccessful effort to have mail flown on the *Los Angeles* to the Canal Zone, cancelled; U.S. NAVAL AIR STATION LAKEHURST, N.J. 6am FEB 2, 1931

Canal Zone Study Group ARIPEX 2003 Tucson AZ, 25 January 2003

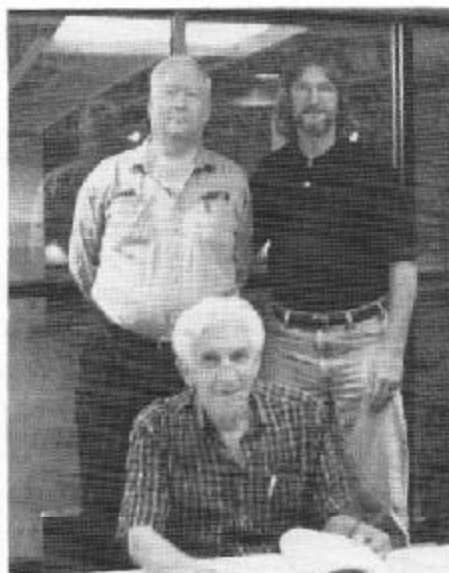
By Alan Bentz

The Canal Zone Study Group met at ARIPEX, presided over by Jim Crumpacker. A total of sixteen people were present from 7 states: 3 AZ, 5 CA, 2 CT, 1 MD, 1 NV, 1 OR, 3 WI.

A sheet was handed out entitled: *Fourth Series - Canal Zone Questions that need Answers* prepared by Howard Ballou. He posed 12 questions with two highlighted. First, "Does Pos. 50 of the 3rd Printing (16b) exist with the normal spacing of CANAL? In other words prior to the C-A spaced variety and subsequently the Canal 13 mm variety." The second highlighted question was a call for "any and all examples of the dot in 'Z' of Zone, from the top and bottom half of the panes (positions 1/51 & 2/52); including 17a, 16a, 16b, and 17b"

Everyone expressed regrets that Lawson Entwistle was physically unable to attend the meeting. Cary Finder, and others, expressed concern about the CZSG material in his possession and thought someone should be conservator for it. It was mentioned that Richard Spielberg had all CZP illustrations from day one, and perhaps he should keep the material.

Alan Bentz made the mistake of asking about the codification of rules regarding the award of the CZSG Medal. Result: Jim Crumpacker



CZSG Pres. Crumpacker, (left) with P. Copeskey and D. Leeds (sitting)

made him a committee of one to draft a codification of the rules for consideration by the Board.

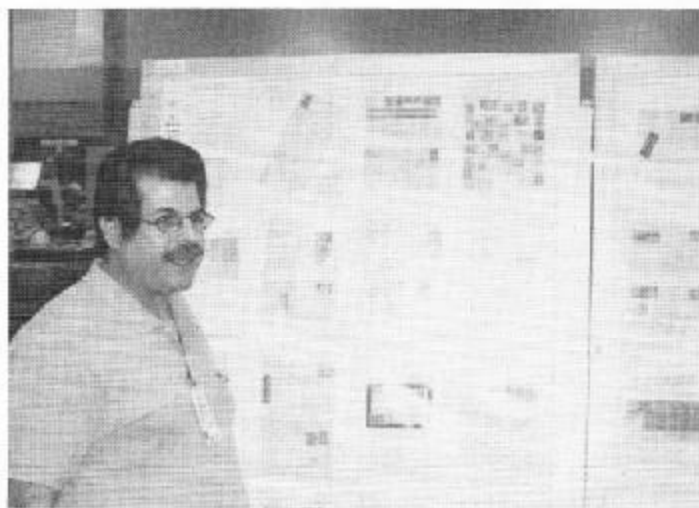
David Leeds brought two interesting covers to the meeting to discuss in "Show and Tell". They were two crash covers from the 1946 Army Air Corps ATC crash at Toboga Island. Leeds said, "Undoubtedly among the very scarcest of Crash Covers anywhere" (until the next few show up). The first cover was written up in the 4th Quarter 1999 CZP (No. 133, pg. 33); and the *Airpost Journal* of March 2000 (Vol. 71, No. 3, pg. 109-117). There were two West Point cadets aboard, returning home for summer vacation. Cadet William S. Fisher was

a friend of David Leeds. The second was Cadet John M. McGinnis, who had grown up with Alan Bentz. McGinnis was musically talented, and wrote the High School alma mater.

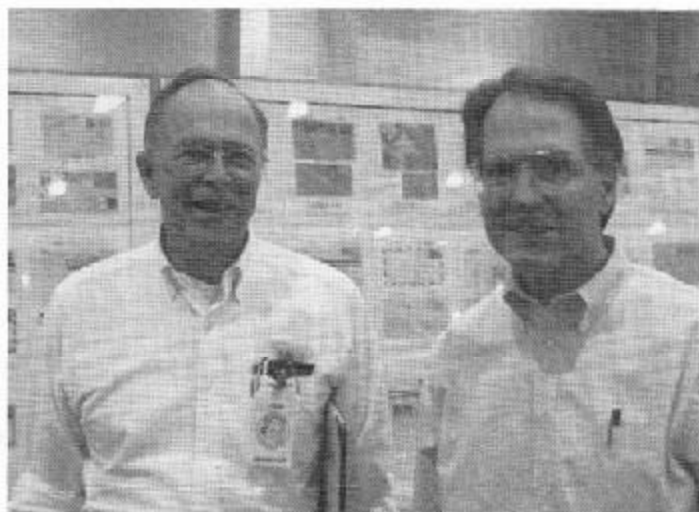
The Leeds' crash covers will appear soon as *Feature-of-the-Month* on our Web Site: czsg.org. Jim Baxter raised a question about the timeliness of Web Site information, and was assured that it is updated monthly.

Someone handed out an article, written by Bob Johnston, from Trainsmag.com entitled, *Coast to Coast on the Kansas City Southern - Our railroad in Panama*. It described the rebuilding and modernization of the roadbed and changing from 5ft. gauge to standard U.S. gauge. Other pages listed the Panama Canal Railway Company locomotive and passenger car roster.

Peter Copeskey brought numerous copies of *Canal Zone Postage Stamps* to hand out to those interested. The CZ Postal Service published it in 1961. Peter told the story of going with Chris Skeie (of the Panama Canal Museum in Seminole, FL), who had pulled some strings with the Panama Canal Commission to go to the CZ Warehouse on the Diablo-Balboa Road. There they found boxes of these books and retrieved as many as they could. Many thanks also to Peter for arranging per usual the meeting room for us at ARIPEX.



Allan Harris with his vermeil Exhibit



CZSG Director Alan Bentz (Left) with his Silver Exhibit with Neal West, President of the Nicaragua Study Group

New Provisional SD Stamp

Continued from page 1

Salz and the story of their issue has been told. Both are now known used on cover. Recently, a third provisional special delivery stamp has been discovered.

One of our dealer members purchased a correspondence from the Canal Zone to Phoenix which included eight special delivery covers. The key cover is illustrated in Fig. 1. The 20¢ special delivery fee was paid with a pair of Scott No. 108 with overprint in magenta. The smaller width of this stamp did not leave enough room for the entire overprint; the lack of the letter Y on the stamp demonstrates that the overprint was applied to the stamps before the stamps were affixed to the envelope (Fig. 2). The air mail postage stamp, Scott C22, is canceled December 23, 1955 at the Balboa Air Mail Field. The return address is Ancon where the other provisionals had been used. This cover was mailed over one year after the other provisionals were sold. It is



Fig. 2. Pair of Scott CZ 108 with SPECIAL DELIVERY overprint in Magenta.

speculative at this time to explain why this provisional was prepared. Possibilities include a second post office shortage leading to issuance of this provisional or late usage of a previously prepared provisional.

The other covers (1954 to 1963) from this correspondence provide good evidence that this cover is genuine. The covers all have similar "Phoenix, Ariz. Rec'd" markings on the reverse. The cover preceding the provisional cover is from Dec. 19, 1954. Postage was 12¢ representing double the air mail rate; the 20¢ special de-

livery was paid with Scott E19 (Fig. 3). The nonstandard size of these two covers and the date of mailing suggests that they may have contained Christmas cards. The use of the U.S. special delivery stamp in late 1954 is most consistent with a second shortage of stamps occurring at the Ancon post office and issuance of a new provisional special delivery stamp.

The next cover in the correspondence is from a few years later, and is on a standard air mail envelope. The cancellation is Jan. 8, 1959 from Balboa. At this time, the air mail rate had increased to 7¢ and special delivery to 30¢. This 30¢ is properly paid with U.S. stamps and represents a spectacular usage of the 1954 Liberty series, two 1¢, two 4¢ and a pair of 10¢ (Fig. 4). There is no return address. The provisional special delivery stamps on cover has received an opinion of genuine from the APES expertization committee. Holdings of used Scott No. 108 should be examined for partial SPECIAL DELIVERY overprints.



Fig. 3. Dec. 10, 1954. CZ to AZ cover Special Delivery fee paid with Scott U.S. E19.



Fig. 4. Jan. 8, 1959 CZ to AZ cover with Special Delivery fee paid with U.S. 1954 Liberty Series stamps.

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